

# On the Road

## ON THE RELIEF ROUTE-S.R.1

### Route 7 to U.S. Route 113

Special Announcement

January 1992

## PUNCHEON RUN SECTION: PUBLIC WORKSHOP NO. 3 SET FOR FEBRUARY 6<sup>TH</sup> IN DOVER

The Delaware Department of Transportation (DelDOT) will conduct in early February the third of a series of public workshops about the Puncheon Run section of SR-1, the US Route 13 Relief Route. The workshop is scheduled for **Thursday, February 6, 1992, from 4:00 to 8:00 pm, at the DelDOT Administration Building**, across from the Blue Hen Mall on Route 113 in Dover.

Two previous workshops—in September and November 1991—provided the opportunity for the public to assist DelDOT and its consultants develop and evaluate alternatives to the 1987-approved Puncheon Run Connector and upgrade of Route 13 south of Dover. At the November 19th workshop eleven alternative road alignments were illustrated and described according to their potential impacts. These include residential and business relocations; impact on agriculture, wetlands, historic and archaeological resources; as well as construction cost and travel distance. More than 300 people attended the workshop, and three out

of every four attendees submitted written comments, drew their own conclusions and identified which of the eleven alternative alignments they believe best minimize impacts.

From consideration of impacts and workshop participants' input, DelDOT recently narrowed down the field of alternatives and is studying in greater detail the following five of the original eleven alignments (keyed to map at left):

1. **1987-approved Puncheon Run connector** (includes upgrading Route 13 to a limited-access highway with service roads from Webb's Lane south to Woodside);
2. **modified Puncheon Run connector** (does *not* upgrade Route 13 to a limited-access highway south of Webb's Lane but includes additional inside lanes and an interchange at Route 10 and Route 13);
3. **Route 10 connector;**
4. **Tidbury Creek north connector;** and
5. **far-west bypass** (the only alternative to connect with the Relief Route north of Dover).

Illustrations of the two alternative conditions for Route 13 (limited-access highway vs. additional inside lanes) are on the reverse side of this announcement.

In addition to continued consideration of the impacts presented at the November workshop, DelDOT is now analyzing in greater detail the following three issues:

- how each alternative satisfies long-term traffic demand in and around Dover;
- the economic impacts of each alternative (DelDOT has hired the Univ. of Delaware to study this over the next several months); and
- how many years each alternative requires to design, obtain permits and approvals, and construct.

DelDOT anticipates that a Design Public Hearing will be the next step after the February workshop, later in the year. The hearing is the point in the project at which DelDOT formally seeks approval from the Federal Highway Administration—and other regulatory and permitting agencies—to proceed with engineering design and then construction. Your ongoing participation is critical now and at the time of the hearing; please continue to stay involved by attending the February workshop! ■



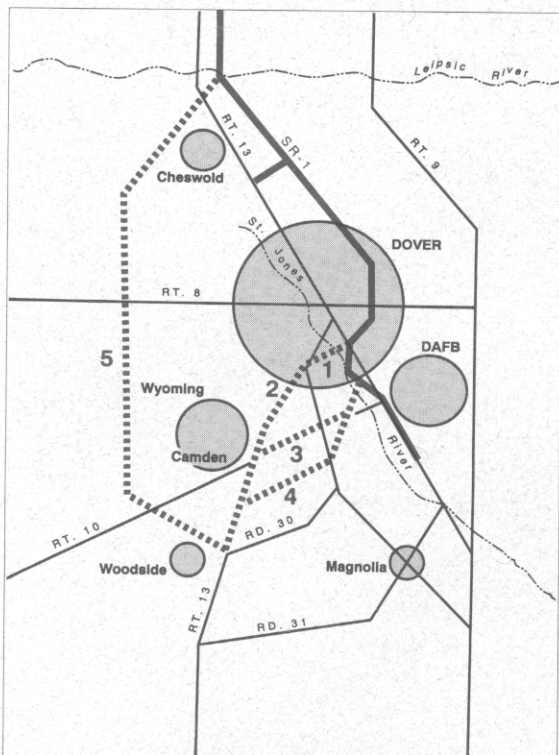
Delaware Department of  
Transportation

Kermit H. Justice, Secretary

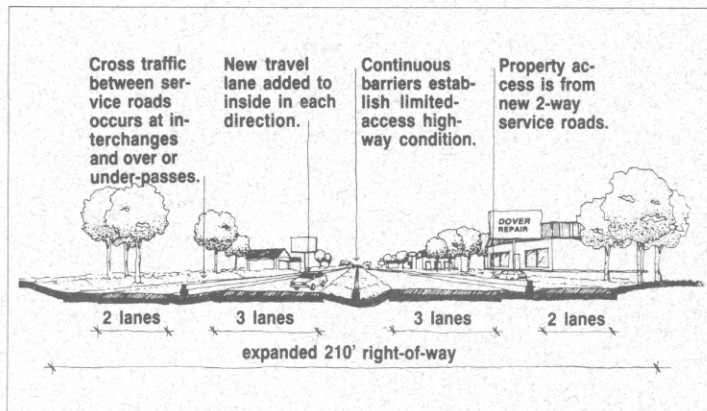
*On the Road is published periodically by the Delaware Department of Transportation and is the official newsletter of SR-1, the US Route 13 Relief Route.*

### WHAT TO EXPECT AT THE PUBLIC WORKSHOP...

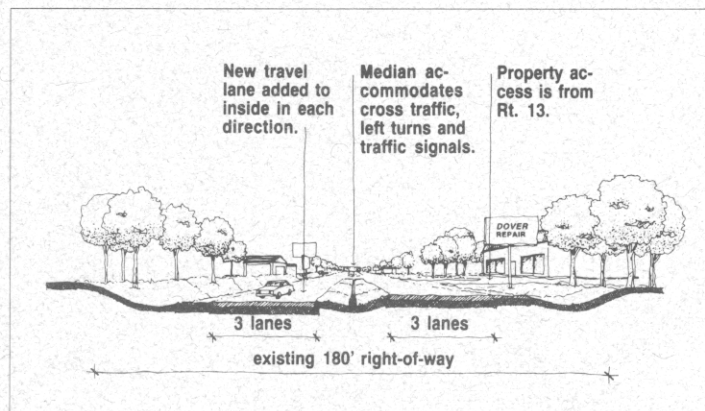
- A six-minute, audio-visual presentation about the history of the Relief Route project.
- Aerial photos and maps illustrating at a large scale the five alternative road alignments.
- A "scorecard" tabulation of the impacts of each of the alternative road alignments.
- The opportunity to ask questions of representatives of DelDOT and the consultant team regarding the Puncheon Run segment.
- A chance to express your opinion concerning the alternatives, and to help in the determination of their continued viability.
- A description of the next steps—and general timetable—leading to a Design Public Hearing in the months ahead.



**Dotted lines indicate the five alternative road alignments presented at the November workshop which DelDOT continues to study.**



**1987-approved Puncheon Run alternative:** Cross section shows Route 13 south of Dover as a limited-access highway, with dual service roads requiring acquisition of additional right-of-way on either side of Route 13.



**Modified Puncheon Run alternative:** Cross section shows Route 13 south of Dover with two new inside lanes and accommodation of left turns, cross traffic and property access, all within the existing right-of-way.

#### TO OUR READERS:

The State of Delaware and the consultant team are committed to continuing the citizen-input process during the design and construction phases of the project. We invite you to write us with questions or comments regarding *On the Road* or to arrange for a presentation to bring your group up to date on the Relief Route. To receive your free copy of *On the Road* as well as other mailings related to the project, please write or call us with your request.

## FOR MORE INFORMATION

#### CONTACT DelDOT

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- Public Information - contact Michele Ackles, Manager of Community Relations, at 739-4313
- Design Issues - contact Dave DuPlessis, Project Coordinator, at 739-4643
- Environmental Issues - contact Joe Wutka, Location Studies Engineer, at 739-4642
- Right-of-Way Acquisition and Relocation - contact Ira White, Project Acquisitions Manager, at 739-2776

#### Or CONTACT THE CONSULTANT TEAM

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*On the Road*

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